



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

M E M O R A N D U M

TO: Community Advisory Council

Bishara Addison, Senior Manager, Policy & Strategic Initiatives, Towards Employment
Erika Anthony, Vice President of Government Relations & Strategy, Cleveland
Neighborhood Progress
Justin M. Bibb, Chair, GCRTA Citizens Advisory Council
Barb Clint, Director of Community Health & Advocacy, YMCA
Carrie Dotson, Executive Director, Lifeline, Inc.
William Harper, Executive Director, United Way of Greater Lorain County
Melanie Halvorson, Managing Director, Community Planning and Allocations, Jewish Federation of Cleveland
Andrew Katusin, Director of Basic Needs, United Way of Greater Cleveland
Barry D. Kuzmickas, Transportation Manager, Cuyahoga County Board of Developmental Disabilities
Dorivette Nolan, Director of Policy, Planning & Educational Initiatives, Cuyahoga Metropolitan Housing Authority
Leo Serrano, Educator of Institutional Advancement, Cleveland Metropolitan School District
Parris M. Smith, Interim President and CEO, Lorain County Urban League
Laura Toth, Director, Medina County Office for Older Adults
Mary Warren, Program and Nominating Chair, League of Women Voters

FROM: Barb Clint, Chair

DATE: September 20, 2019

RE: Community Advisory Council
Friday, September 27, 2019 from 10:30 a.m. to noon

NOACA Offices
1299 Superior Avenue, Cleveland, Ohio

I look forward to seeing you on ***Friday, September 27th at 10:30 a.m. at the NOACA offices.***



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY
Friday, September 27, 2018 10:30 a.m. – 11:30 a.m.
NOACA Offices
1299 Superior Avenue, Cleveland, Ohio 44114

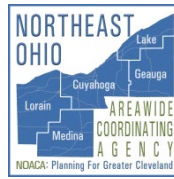
COMMUNITY ADVISORY COUNCIL

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Next Regular Meeting: ***Friday, December 6, 2019 at 10:30 a.m. – 12:00 p.m.***
NOACA Offices, 1299 Superior Avenue in Cleveland,
Ohio

Agenda Item No. 1

MINUTES



Community Advisory Council Meeting
June 28, 2019
NOACA Offices
1299 Superior Avenue, Cleveland, Ohio 44114

Present: Please see the attached attendance record.

Ms. Barb Clint, Chair of Community Advisory Council (CAC), convened the meeting at 10:40 a.m.

Meeting Minutes of March 22, 2019

CAC did not have a quorum so no action was taken on the minutes.

Public Comments

No public comments were made at this meeting.

Executive Director's Report

Ms. Grace Gallucci thanked CAC members for their service. She talked about the Irishtown Bend project; NOACA's INFRA Grant application for the project; and efforts made by the Northeast Ohio delegation to get funding for the project. Ms. Gallucci encouraged CAC members to reach out to their constituents to get support for the project. She informed members that they will receive a one-page fact sheet about the project, delegation contact list, and NOACA's 2019 Legislative Agenda.

**Project Planning Reviews (PPRs)/Intergovernmental Review and Consultation (IGRC);
1st Quarter State Fiscal Year (SFY) 2020**

Mr. Ed May provided background on PPR and presented information on the following projects:

- CUY – 43-1.98 (Widening Aurora Road from Solar Shopping Center Drive to Liberty Road) – This project involves the following roadway improvements: pavement resurfacing, minor widening, new traffic signal at Portz Parkway, 10' multi-use path on the south side, bike lane westbound (5' sidewalk) on the north side, new water line and storm sewer. The total cost of this project is \$8.1 million. No NOACA funds will be used.
- CUY IR 480 06.47/VAR Paint PID 22131 (Bridge Painting on IR-480 and SR10 in Fairview Park and Cleveland) – This project involves painting the structural steel of the bridges. The total cost of this project is \$34.5 million. No NOACA funds will be used.
- Laketrans Bus Replacement – Laketrans is planning to purchase a new 35-foot zero emissions battery electric transit bus which costs \$783,500. Funds for the bus will

come from the Diesel Emissions Reduction Grant (DERG) program and Laketrans. No NOACA funds will be used.

Mr. May reviewed project comments from NOACA staff and advisory councils.

SAVE Plan

Mr. Brian Blayney provided background on SAVE, which is NOACA's strategic plan for transportation safety. The goal of the plan is to reduce fatalities and serious injuries by 50% by 2040; identify emphasis areas; and recommend strategies and actions.

Mr. Blayney reviewed the following:

- Annual fatalities and serious injuries (2007-2017)
- A comprehensive approach using the "6 E's"
- Fatalities and serious injuries by maintenance responsibility, local vs. state and emphasis areas (chart)
- Emphasis areas – targets and roadway departure 5-year average FSI trends
- Emphasis areas - Strategy #1: Identify high crash intersections and other trends through data collection and analysis; and Strategy #2: Promote the implementation of proven and low-cost safety countermeasures

Mr. Blayney stated that NOACA staff will inform and coordinate the efforts of its safety partners to build a better infrastructure, influence traveler behavior, and promote safer policies.

Mr. Lou Serrano asked if roadway departure is when drivers come off the highway. Ms. Gallucci said yes.

Ms. Clint asked if roadway departure also includes turn movements in driveways. Mr. Blayney stated that roadway departure is when someone departs (left or right) from a travel lane and sometimes hit an obstruction, such as a utility pole, ditch, or culvert.

Ms. Clint asked how will the SAVE Plan interface with the City of Cleveland's Vision Zero initiative.

Mr. Blayney mentioned that he is on the Vision Zero Task Force and the Data and Evaluation Subcommittee. He noted that Ms. Melissa Thompson, NOACA staff, is on the Vision Zero Design Subcommittee; and Ms. Kate Moening, NOACA staff, is on the Vision Zero Education and Outreach Subcommittee.

Mr. Bill Harper asked if the reduction in state funding for local municipalities contributed to the reduction in law enforcement capabilities. Mr. Blayney said NOACA staff did not look at the reduction in funding when developing the plan.

Mr. Harper mentioned that the reduction in funding has caused Lorain County to reduce the number of law enforcement officers, who enforce traffic laws, and has made it difficult to maintain the infrastructure.

Ms. Mary Warren commented on the high rate of speed some motorists drive on Route 2. She noted that police presence is needed on the route.

Ms. Gallucci stated that NOACA created the Safety and Operations Unit to address issues like the one mentioned by Ms. Warren.

Transportation for Livable Communities Initiative (TLCI) Program Update

Mr. Mike Kubek stated that the TLCI program provides \$2 million annually for projects (up to \$500,000 for planning studies and \$1.5 million for implementation projects). He noted that this year, applications will be accepted from August to October 2019.

Mr. Kubek reviewed the planning studies done in 2017, 2018, and 2019 and the following improvements made to the program:

- Addition of TLCI implementation project applicant interviews
- Stronger coordination with the City of Cleveland Planning Commission on project applications
- Stronger coordination with the City of Cleveland Mayor's Office of Capital Projects on TLCI implementation project applications and execution

Mr. Kubek reminded CAC members that at the meeting in February, NOACA staff presented the TLCI solicitation process and the City of Cleveland Planning Commission presented its process to partner with stakeholders and select needs to be included in NOACA TLCI applications. CAC members at that time said they would be willing to communicate the TLCI project solicitation to local stakeholders.

Mr. Kubek stated that a tailored project solicitation will be made to CAC and will include guidance on how to explain the process to interested parties looking to pursue project consideration.

Mr. Kubek said NOACA staff will continue to work with local communities to develop implementable planning studies that provide a vision with an implementation plan on how to integrate the TLCI program objectives into the communities.

Mr. Serrano asked staff to provide an example of an environmental justice objective.

Mr. Kubek stated that the purpose of environmental justice is to make sure burdens and benefits are shared equally. He noted that in the past, there has been a history of unfair practices. For example, years ago, the highway system was put in areas that had the cheapest properties, but the transportation benefits were too skewed and did not benefit low-income people.

Ms. Clint asked if TLCI planning funds are sometimes carried over to the next year. Mr. Kubek said yes and noted that staff evaluates the merits of each project and in some cases, planning studies awarded funds do not get done, so the money is carried over.

Ms. Gallucci mentioned that some CAC members expressed concern with the TLCI process, such as the public not having a say in what projects are approved by NOACA or the public not being able to provide input into the project selection. Ms. Gallucci asked Mr. Kubek to talk about the changes made to the TLCI process for the next round.

Mr. Kubek stated that advisory council members will be provided with a link to the applications weeks in advance so they can comment on projects and/or share the link with others who may want to provide comments.

Ms. Gallucci stated that some communities may not know what projects to submit to NOACA, may not be aware of the TLCI program, or may not agree with the projects submitted to NOACA. She asked Mr. Kubek to comment on how the TLCI process will be more comprehensive.

Ms. Kelley Britt stated that CAC members were not aware that each community has its own process, so a representative of the City of Cleveland was invited to the meeting to explain the city's process. CAC members wanted to understand how they could take what they learned from the City of Cleveland and share that information with people in their communities.

Ms. Clint mentioned there was some discussion at the meeting about getting input from smaller organizations so their projects would not get missed.

Ms. Gallucci stated that NOACA needs to think about what it can do region wide to ensure every community has an opportunity to apply and receive a TLCI grant. She noted that at a previous CAC meeting, some members suggested that NOACA make the public process part of the TLCI process. Ms. Gallucci said one option would be to require applicants to hold a public meeting/hearing prior to applying for a TLCI grant. She asked staff if the public process was discussed at the meeting in February. Ms. Britt said no.

Ms. Warren asked if public meetings are held in the communities. Ms. Gallucci said public meetings are currently held after projects have been selected and noted that some communities are not aware of the TLCI program or process, so NOACA needs to do a better job of helping communities solicit projects.

Ms. Erika Anthony asked if NOACA has the authority to mandate municipalities to host a public meeting.

Ms. Gallucci said yes and noted that it could be done during the application process. She also said NOACA requires a resolution from a governing body (administration and city council) to demonstrate that there is full support of an application. Ms. Gallucci talked about various issues that have come up in communities with respect to a project and/or TLCI grant.

Ms. Warren asked staff to provide CAC with dates and locations of future public meetings so members can share that information with others.

Ms. Clint inquired about the local match for a TLCI grant. Ms. Gallucci said NOACA no longer requires a local match for a TLCI grant.

Coordinated Public Transit Human Services Transportation Plan

Ms. Sarah White provided background on the Coordinated Plan; discussed the public outreach that was done; talked about how feedback was gathered from various sources and goals were developed for the future and strategies for implementation. She mentioned that NOACA is the designated recipient of FTA Section 5310 program funds for the Cleveland Urbanized Area (UZA). Currently, NOACA directs at least 60% of the funds to transit agencies and up to 40% of the funds to other specialized transportation providers. NOACA will use the Coordinated Plan as an evaluation tool to prioritize Section 5310 funding and guide current and future regional needs.

Ms. White mentioned that the NOACA Board of Directors approved *Mobilize: Accessibility for Independence* as the Coordinated Public Transit-Human Services Transportation Plan for Northeast Ohio for the years 2019-2022.

Air Quality Forecast and Advisories

Ms. Mara Caputo stated that NOACA forecasts daily peak eight-hour ground-level ozone concentrations and fine particulate matter concentrations. In 2019, daily forecasts for ozone began on March 1 and will conclude on October 31. Daily forecasts for fine particulate matter are year-round. NOACA posts daily air quality forecasts through AirNowTech, in affiliation with U.S. EPA.

Ms. Caputo stated that NOACA's ground-level ozone (O₃) and fine particulate matter (PM_{2.5}) forecasts are based on a review of several meteorological variables and model guidance.

Ms. Caputo reviewed the forecast performance of ozone for the NOACA region in 2019. She stated that NOACA's forecasts for good/moderate threshold were correct 68% of the time and the forecasts for moderate/unhealthy threshold were correct 100% of the time.

Ms. Caputo stated that the forecast performance of ozone was as follows for the period of March 1 - May 31, 2019:

<u>Agency</u>	<u>50 ppb</u>	<u>70 ppb</u>
NOACA	85%	100%
NOAA (6Z/12Z)	(89/89)%	(100/100)%

Ms. Caputo stated that NOACA staff will continue to track the forecast performance of ozone for NOACA and NOAA; track the forecast performance of particulate matter for NOACA only; collaborate with NOAA personnel to report model performance in Northeast Ohio; and provide the Air Quality Subcommittee and advisory councils with updates as necessary.

Mr. Harper asked if air quality forecasting changes people's behavior. Ms. Caputo said it will take some time to see if NOACA's educational campaign impacts people's behavior.

Mission Advancement Initiatives

Ms. Danielle Render stated that the division of External Engagement and Public Affairs will support CAC with its 2019 focus areas.

Ms. Render mentioned that an External Affairs Operating model has been developed to focus on several areas built around the following:

- Roles and responsibilities
- Leadership
- Organizational structure
- Communications, advocacy, public engagement and efforts to build stronger stakeholders relationships

Ms. Render provided an overview of the platform NOACA is looking to create. She asked CAC members if they would be willing to serve on a working committee to assist NOACA with devising a plan of action and discuss how they can help NOACA connect to community organizations; provide direction to facilitate ongoing engagements; and elevate NOACA's position and priorities.

Ms. Render stated that the working committee could have a brainstorming session at NOACA offices or by conference call. She noted that the goals are to have a purpose, leverage NOACA's network, maintain ongoing communication, provide guidance and support, bridge new ideas and strategic initiatives, and provide a stronger link with both local and national communities.

Ms. Render stated that building relationships to support legislative needs will help NOACA deliver its mission and strategic plans to its network and create opportunities for partnerships. She mentioned that there are no financial impacts and the next steps involve staff setting up a working meeting in July-October; creating an agenda for CAC discussions; leveraging a network/introducing a detailed plan in September; and having ongoing communications / an event to support the agenda / plan.

Ms. Anthony, Mr. Harper and Ms. Clint agreed to be on the working committee.

Ms. Clint suggested that staff send out an email to other CAC members, who were unable to attend this meeting, to see if they would be interested in being on the working committee.

Mr. Harper asked if CAC members should bring their marketing people to the working committee meeting. Ms. Render said yes and noted that it would be helpful to hear other perspectives.

Ms. Warren asked staff to provide her with the date, time and place of the meeting so she can share that information with the League of Women Voters.

Reports / Updates

No reports or updates were presented at this meeting.

Old Business

No old business was discussed at this meeting.

New Business

No new business was discussed at this meeting.

Adjourn

Ms. Clint stated that the next CAC meeting will be held at the NOACA offices on September 27, 2019 at 10:30 a.m. There being no further business, the meeting was adjourned at 11:50 a.m.



2019 Community Advisory Council Attendance Record

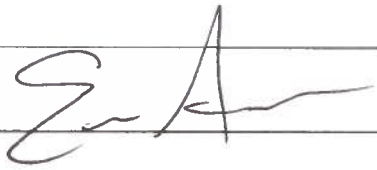

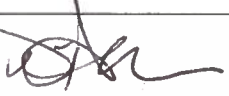


MEETING DATES	3/22/19	6/28/19	9/27/19	12/6/19
Bishara Addison – Towards Employment	X			
Erika Anthony – Cleveland Neighborhood Progress	X	X		
Justin Bibb – GCRTA Citizens Advisory Council José Feliciano, Alternate				
Barb Clint – Clevelanders in Motion	X	X		
Carrie Dotson - Lifeline, Inc.				
Melanie Halvorson – Jewish Federation of Cleveland Shelley Fishbach, Alternate	X			
William Harper - United Way of Greater Lorain County	X	X		
Andrew Katusin – United Way of Greater Cleveland	X			
Barry D. Kuzmickas – Cuyahoga County Board of Developmental Disabilities	X			
Dorivette Nolan – Cuyahoga Metropolitan Housing Authority				
Leo Serrano - Cleveland Public Schools	X	X		
Laura Toth – Medina County Office for Older Adults	X			
Mary Warren - League of Women Voters	X	X		
Frank Whitfield - Lorain County Urban League	X			
TOTAL MEMBERS ATTEND:	11	5		

X=Member present A=Alternate



Community Advisory Council Meeting
June 28, 2019, 10:30 a.m. – 12:00 p.m.

Member Sign-in Sheet

MEMBER	SIGNATURE
Bishara Addison – Towards Employment	
Erika Anthony – Cleveland Neighborhood Progress	
Justin Bibb – GCRTA Citizens Advisory Council José Feliciano, Alternate	
Barb Clint – Clevelanders in Motion	
Carrie Dotson – Lifeline, Inc.	
Melanie Halvorson – Jewish Federation of Cleveland Shelley Fishbach, Alternate	
William Harper – United Way of Greater Lorain County	
Andrew Katusin – United Way of Greater Cleveland	
Barry D. Kuzmickas – Cuyahoga County Board of Developmental Disabilities	
Dorivette Nolan – Cuyahoga Metropolitan Housing Authority	
Leo Serrano – Cleveland Public Schools	
Laura Toth – Medina County Office for Older Adults	
Mary Warren – League of Women Voters	

Agenda Item No. 2

PUBLIC COMMENTS

Agenda Item No. 3

CHAIR/EXECUTIVE DIRECTOR'S REPORT

Agenda Item No. 4

ACTION ITEMS

Agenda Item No. 5

PRESENTATION/DISCUSSION ITEMS



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Community Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: September 20, 2019

RE: **Air Quality Public Education and Outreach Strategy Update**

ACTION REQUESTED

No action is requested at this time. This item is for information only.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

In June 2017, the NOACA Board approved a contract with Markey Group, a communications consulting firm, to develop an Air Quality Public Education and Outreach Strategy, and an accompanying Communication Plan. These documents will guide NOACA's air quality public outreach activities over the next 5-10 years. Most importantly, these documents will guide implementation of NOACA's Regional Strategic Plan, and help bring the region into compliance with the United States Environmental Protection Agency's (U.S. EPA's) National Ambient Air Quality Standards (NAAQS).

In September 2017, NOACA's air quality planning staff requested the Community Advisory Council (CAC) to consider the development of outreach activities to inform and engage the community on air quality priorities and to promote actions that work toward environmental quality goals defined in NOACA strategic planning documents. In December 2017, the Markey Group presented the status of their work to the CAC. The consultant sought to explore ideas and opportunities to effectively engage the community on outreach in support of air quality goals. In addition, the consultant also sought the most effective ways to engage the attention and interests of important community stakeholders.

The Strategy identifies gaps in existing air quality programming in the region, and will engage the community (individuals, employers, health care organizations, and educational institutions) in actions aimed at improving air quality during its implementation. The Communication Plan, in conjunction with the Strategy, provides specific direction to NOACA staff regarding air quality messaging to the public – via NOACA's website, social media, special events, paid advertising, and other forms of communication.

Draft Air Quality Public Education and Outreach Strategy and Communications Plans are now complete. The final goals and objectives of the documents will be presented during the Community Advisory Council's September meeting. The draft documents can be accessed through the links below for your review.

FINANCIAL IMPACT

There is no financial impact related to this presentation.

CONCLUSION/NEXT STEPS

NOACA will implement both the Strategy and the Communications Plan as part of its FY 2020 and FY 2021 work program. NOACA staff may provide updates on implementation at future meetings.

Attachments:

[NOACA Air Quality Communications Plan](#)

[NOACA Air Quality Public Education and Outreach Strategy](#)

GG/jm/8268c



NORTHEAST OHIO AREA WIDE COORDINATING AGENCY

MEMORANDUM NOACA Community

TO: Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: September 20, 2019

RE: **Great Lakes Hyperloop Feasibility Study Update**

ACTION REQUESTED

No action is requested at this time. This item is for presentation and discussion only.

BACKGROUND/INFORMATION

NOACA and Hyperloop Transportation Technologies entered into an official public private partnership February 26, 2018 to complete the Great Lakes Hyperloop Feasibility Study. Since then, the partners and consulting team of Transportation Economics & Management Systems (TEMS) are completing the technical feasibility study. The study is nearing conclusion, and the Council will be updated on the progress of the study.

FINANCIAL IMPACT

None

CONCLUSION/NEXT STEPS

The Council will continue to be updated on the progress of the Great Lakes Hyperloop Feasibility Study.

GG/ks/8269c



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Community Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: September 20, 2019

RE: **SFY 2021 – 2024 TIP Projects Recommended for NOACA Funding**

ACTION REQUESTED

No action is requested at this time. This item is for presentation and discussion only.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

On September 13, 2019, the NOACA Board of Directors approved 99 new projects totaling \$148 million of NOACA funding for implementation in the Transportation Improvement Program (TIP) for State Fiscal Years (SFY) 2021-2024. The projects are funded through NOACA administered Surface Transportation Block Grant (STBG), Transportation Alternatives (TA) and Congestion Mitigation and Air Quality (CMAQ) programs. The TIP will contain all road, bridge, public transit, and other transportation projects scheduled for implementation within NOACA's five counties, supported by NOACA program funds and other federal funds controlled through ODOT, or by other direct recipient governmental agencies.

The universe of identified needs considered for NOACA funding included approximately 700 community and regional projects totaling more than \$1 billion needed for implementation through the 2021-2024 TIP timeframe. Given limited resources, the projects approved for NOACA funding were demonstrated to best represent priorities contained in the AIM Forward 2040 long-range transportation plan, while also aligning with established State and Federal transportation performance management initiatives.

The projects were evaluated by staff against recommended regional significance and planning criteria and considering geographic equity and whether they are located in an Environmental Justice, Urban Core, or Disadvantaged Community. The projects approved for NOACA administered funds are attached. Staff will present a summary of the funded projects to the Council at its September 27, 2019 meeting.

FINANCIAL IMPACT

The approved program of projects will commit a total of \$148 million of NOACA STBG, TA, and CMAQ funds for SFYs 2021 through 2024.

CONCLUSION/NEXT STEPS

Staff will work with project sponsors to finalize project scope, schedule and budget for incorporation into the draft 2021-2024 TIP, along with non-NOACA funded projects. The final draft TIP will be presented to the Planning and Programming Committee for recommendation at its January 17, 2020 meeting.

Attachments: NOACA 2021-2024 TIP Approved Projects

GG/rl/8270c

Attachment
PROJECTS APPROVED FOR NOACA FUNDING
SFY 2021-2024
9/6/2019

SPONSOR	COU	PROJECT NAME	General Project Type	SFY	APPROVED NOACA \$
SURFACE TRANSPORTATION BLOCK GRANT PROGRAM					
BEACHWOOD	CUY	SR-87 (REHABILITATE PAVEMENT FROM IR-271 RAMPS TO ORANGE PLACE IN BEACHWOOD)	ROADWAY	2021	\$ 433,850
BEDFORD HEIGHTS	CUY	FORBES RD (REHABILITATE PAVEMENT FROM FIRST PL TO RICHMOND RD IN OAKWOOD VILLAGE AND BEDFORD HTS)	ROADWAY	2023	\$ 648,939
BEREA	CUY	SR-237 (REHABILITATE PAVEMENT FROM BAKER ST TO BAGLEY RD IN BERE A)	ROADWAY	2024	\$ 600,000
BROADVIEW HEIGHTS	CUY	SR-82 (REHABILITATE PAVEMENT FROM OAKWOOD TRAIL TO SENECA BLVD IN BROADVIEW HTS)	ROADWAY	2023	\$ 467,678
BROOK PARK	CUY	SR-237 (REHABILITATE PAVEMENT FROM SHELDON RD TO EASTLAND RD IN BROOK PARK AND CLEVELAND)	ROADWAY	2024	\$ 900,000
BROOK PARK	CUY	SHELDON RD (REHABILITATE PAVEMENT FROM ENGLE RD TO SMITH RD IN MIDDLEBURG HTS AND BROOK PARK)	ROADWAY	2024	\$ 589,212
CLE-CLE PORT	CUY	IRISHTOWN BEND BANK STABILIZATION (BULKHEAD AND HILLSIDE STABILIZATION ALONG SHORELINE OF CUYAHOGA RIVER SHIPPING CHANNEL IN CLEVELAND)	SLOPE STABILIZATION	2021	\$ 3,500,000
CLEVELAND	CUY	UNION AVE (REHABILITATE PAVEMENT FROM SR-14 (BROADWAY AVE) TO US-422 (KINSMAN RD) IN CLEVELAND)	ROADWAY	2021	\$ 5,107,232
CLEVELAND	CUY	W 14TH ST (REHABILITATE PAVEMENT FROM QUIGLEY RD TO STARKWEATHER AVE IN CLEVELAND)	ROADWAY	2021	\$ 1,446,880
CLEVELAND	CUY	LAKE AVE (REHABILITATE PAVEMENT FROM W 117TH ST TO US-6A (DETROIT AVE) IN CLEVELAND)	ROADWAY	2022	\$ 2,772,000
CLEVELAND	CUY	W FRANKLIN BLVD (REHABILITATE PAVEMENT FROM W 85TH ST TO W 25TH ST (US-42) IN CLEVELAND)	ROADWAY	2023	\$ 2,629,440
CLEVELAND	CUY	LEE RD (REHABILITATE PAVEMENT FROM SR-43 (MILES AVE) TO THE CLEVELAND ECL IN CLEVELAND)	ROADWAY	2024	\$ 1,497,843
CLEVELAND	CUY	MAIN ST/ ELM ST/ RIVER RD (INTERMODAL MODERNIZATION PROJECT IN CLEVELAND)	ROADWAY	2024	\$ 4,462,234
CLEVELAND HEIGHTS	CUY	SUPERIOR RD (REHABILITATE PAVEMENT FROM LEE RD TO THE CLEVELAND HTS WCL IN CLEVELAND HTS)	ROADWAY	2022	\$ 642,893
CLEVELAND HEIGHTS	CUY	LEE RD (REHABILITATE PAVEMENT FROM SUPERIOR RD TO US-322 (MAYFIELD RD) IN CLEVELAND HEIGHTS)	ROADWAY	2023	\$ 554,870
CUYAHOGA COUNTY	CUY	HILLIARD RD BRIDGE (REPLACE BRIDGE OVER ROCKY RIVER IN LAKEWOOD)	BRIDGE	2023	\$ 7,500,000
CUYAHOGA COUNTY	CUY	ROCKSIDE RD BRIDGES (REPLACE BRIDGES IN INDEPENDENCE AND VALLEY VIEW) TOTAL COST \$15,716,201 (SIB LOAN 1ST PYMT-2026)*	BRIDGE	2024	\$ -
CUYAHOGA HEIGHTS	CUY	GRANT AVE (REHABILITATE PAVEMENT FROM E 49TH ST TO E 71ST ST IN CUYAHOGA HTS)	ROADWAY	2024	\$ 495,893
EUCLID	CUY	US-20/US-6 (REHABILITATE PAVEMENT FROM UPPER VALLEY DR TO CHARDON RD IN EUCLID)	ROADWAY	2021	\$ 1,392,298
EUCLID	CUY	E 200TH ST (REHABILITATE PAVEMENT FROM MOHICAN AVE TO SR-283 (LAKESHORE BLVD) IN EUCLID)	ROADWAY	2024	\$ 1,057,970
FAIRVIEW PARK	CUY	W 210TH ST (REHABILITATE PAVEMENT FROM MASTICK RD TO SR-10 (LORAIN RD) IN FAIRVIEW PARK)	ROADWAY	2021	\$ 1,120,726
GARFIELD HEIGHTS	CUY	ANTENUCCI BLVD (REHABILITATE PAVEMENT FROM TRANSPORTATION BLVD TO TURNEY RD IN GARFIELD HTS)	ROADWAY	2024	\$ 500,000
GCRTA	CUY	GCRTA RAIL CARS (1ST 4 YRS. OF 10 YR. PROGRAM TO REPLACE RED, BLUE & GREEN LINE RAIL FLEETS)	TRANSIT	2021-2024	\$ 9,600,000
HIGHLAND HEIGHTS	CUY	WILSON MILLS RD (REHABILITATE PAVEMENT FROM HIGHLAND HTS WCL TO LANDER RD IN HIGHLAND HEIGHTS)	ROADWAY	2023	\$ 682,192
LAKEWOOD	CUY	HILLIARD RD (REHABILITATE PAVEMENT AND ADD BICYCLE LANES FROM SR-237 (RIVERSIDE DR) TO WARREN RD IN LAKEWOOD)	ROADWAY	2023	\$ 2,392,016
MAPLE HEIGHTS	CUY	ROCKSIDE RD (REHABILITATE PAVEMENT FROM E 141ST ST TO SECTOR DR IN MAPLE HEIGHTS)	ROADWAY	2024	\$ 1,462,986
MAYFIELD HEIGHTS	CUY	SR-91 (S.O.M. CENTER) (REHABILITATE PAVEMENT FROM CEDAR RD TO RIDGEVIEW RD IN MAYFIELD HTS AND GATES MILLS)	ROADWAY	2021	\$ 954,311
NORTH OLMSTED	CUY	CLAGUE RD (REHABILITATE PAVEMENT FROM DELMERE DR TO MARION RD IN NORTH OLMSTED)	ROADWAY	2024	\$ 475,000
NORTH ROYALTON	CUY	YORK RD (REHABILITATE PAVEMENT FROM W WALLINGS RD TO SPRAGUE RD IN NORTH ROYALTON)	ROADWAY	2022	\$ 529,397
OAKWOOD	CUY	BROADWAY AVE (REHABILITATE PAVEMENT FROM CUYAHOGA/ SUMMIT COUNTY LINE TO MACEDONIA RD / TRYON RD IN OAKWOOD VILLAGE)	ROADWAY	2024	\$ 965,089
PARMA	CUY	RIDGE RD (REHABILITATE PAVEMENT FROM US-42 (PEARL RD) TO FLOWERDALE AVE IN PARMA, BROOKLYN AND CLEVELAND)	ROADWAY	2021	\$ 2,917,269
PARMA	CUY	SNOW RD (REHABILITATE PAVEMENT FROM SR-3 (RIDGE RD) TO SR-176 (BROADVIEW RD) IN PARMA)	ROADWAY	2024	\$ 2,098,826

Attachment

PROJECTS APPROVED FOR NOACA FUNDING

SFY 2021-2024

9/6/2019

SPONSOR	COU	PROJECT NAME	General Project Type	SFY	APPROVED NOACA \$
RICHMOND HEIGHTS	CUY	WILSON MILLS RD (REHABILITATE PAVEMENT FROM SR-175 (RICHMOND RD) TO RICHMOND HEIGHTS ECL IN RICHMOND HEIGHTS)	ROADWAY	2024	\$ 448,724
ROCKY RIVER	CUY	WOOSTER RD (REHABILITATE PAVEMENT FROM WESTOVER AVE TO US-20 (CENTER RIDGE RD) IN ROCKY RIVER)	ROADWAY	2022	\$ 1,025,018
SHAKER HEIGHTS	CUY	WARRENSVILLE CENTER RD (REHABILITATE PAVEMENT FROM THE SHAKER HTS SCL TO SR-8 (RELOCATED NORTHFIELD RD) IN SHAKER HTS)	ROADWAY	2021	\$ 268,000
SHAKER HEIGHTS	CUY	US-422 (CHAGRIN BLVD) (REHABILITATE PAVEMENT FROM THE SHAKER HTS WCL/ E 154TH ST TO THE SHAKER HTS ECL IN SHAKER HEIGHTS)	ROADWAY	2022	\$ 2,127,997
OLON	CUY	LIBERTY RD (REHABILITATE PAVEMENT FROM PETTIBONE RD TO SR-43 (AURORA RD) IN OLON)	ROADWAY	2024	\$ 534,071
SOUTH EUCLID	CUY	GREEN RD (REHABILITATE PAVEMENT FROM MONTICELLO BLVD TO CEDAR RD IN SOUTH EUCLID)	ROADWAY	2024	\$ 2,687,411
UNIVERSITY HEIGHTS	CUY	CEDAR RD (REHABILITATE PAVEMENT FROM S TAYLOR RD TO 0.19 MI E OF WASHINGTON BLVD IN UNIVERSITY HTS AND SOUTH EUCLID)	ROADWAY	2022	\$ 691,367
UNIVERSITY HEIGHTS	CUY	CEDAR RD (REHABILITATE PAVEMENT FROM MIRAMAR BLVD TO SOUTH GREEN RD IN UNIVERSITY HTS)	ROADWAY	2022	\$ 742,607
WARRENSVILLE HEIGHTS	CUY	GREEN RD (REHABILITATE PAVEMENT FROM MILES RD TO EMERY RD IN WARRENSVILLE HTS)	ROADWAY	2021	\$ 645,002
WARRENSVILLE HEIGHTS	CUY	HARVARD RD (REHABILITATE PAVEMENT FROM E 190TH ST TO WARRENSVILLE CENTER RD IN WARRENSVILLE HTS)	ROADWAY	2021	\$ 682,338
CHARDON	GEA	SR-44 (REHABILITATE PAVEMENT FROM THE CHARDON SCL TO BURLINGTON OVAL DR IN CHARDON)	ROADWAY	2023	\$ 425,450
GEAUGA COUNTY	GEA	WASHINGTON ST (A-B) (REHABILITATE PAVEMENT FROM BAINBRIDGE TWP NTL (DAISY LANE) TO CHILLICOTHE RD (SR-306) IN BAINBRIDGE TWP)	ROADWAY	2022	\$ 426,025
GEAUGA COUNTY	GEA	WASHINGTON ST (C-E) (REHABILITATE PAVEMENT FROM CHILLICOTHE RD (SR-306) TO BAINBRIDGE RD IN BAINBRIDGE TWP AND AUBURN TWP)	ROADWAY	2023	\$ 800,000
LAKE COUNTY	LAK	MADISON AVE (REHABILITATE PAVEMENT, SAFETY EDGE AND GUARDRAIL FROM STEELE AVE TO SR-84 IN PAINESVILLE, PAINESVILLE TWP AND PERRY TWP)	ROADWAY	2021	\$ 1,488,094
LAKE COUNTY	LAK	NEWELL ST (REHABILITATE PAVEMENT FROM WEST JACKSON ST TO BLACKBROOK RD IN PAINESVILLE AND PAINESVILLE TWP)	ROADWAY	2022	\$ 393,128
LAKE COUNTY	LAK	CHESTNUT ST (REHABILITATE PAVEMENT FROM JOHNNYCAKE RIDGE RD (SR-84) TO PAINESVILLE SCL IN CONCORD TWP)	ROADWAY	2022	\$ 313,653
LAKE COUNTY	LAK	PROUTY RD (REHABILITATE PAVEMENT, SAFETY EDGE AND GUARDRAIL FROM JOHNNYCAKE RIDGE RD TO RAVENNA RD IN CONCORD TWP)	ROADWAY	2023	\$ 2,004,624
LAKE COUNTY	LAK	LANE RD (REHABILITATE PAVEMENT, SAFETY EDGE AND GUARDRAIL FROM SOUTH RIDGE RD TO NORTH RIDGE RD IN PERRY TOWNSHIP)	ROADWAY	2022	\$ 1,560,436
MENTOR	LAK	HEISLEY RD (REHABILITATE PAVEMENT FROM 400' NORTH OF HENDRICKS TO SR-2 RAMPS IN MENTOR)	ROADWAY	2024	\$ 900,000
MENTOR	LAK	HOPKINS RD (REHABILITATE PAVEMENT FROM MENTOR AVE (US-20) TO SR-2 IN MENTOR)	ROADWAY	2021	\$ 1,164,077
PAINESVILLE	LAK	CHESTNUT ST (REHABILITATE PAVEMENT FROM PAINESVILLE SCL TO MENTOR AVE (US-20) IN PAINESVILLE)	ROADWAY	2022	\$ 400,618
PAINESVILLE	LAK	LIBERTY ST (REHABILITATE PAVEMENT FROM BEALL DR TO W HIGH ST/ E HIGH ST IN PAINESVILLE)	ROADWAY	2024	\$ 813,830
WICKLIFFE	LAK	SR-84 (REHABILITATE PAVEMENT FROM NUTWOOD LN TO WICKLIFFE ECL IN WICKLIFFE)	ROADWAY	2022	\$ 945,643
WILLOUGHBY	LAK	KIRTLAND RD (REHABILITATE PAVEMENT FROM SHERWIN RD TO WILLOUGHBY ECL IN WILLOUGHBY)	ROADWAY	2023	\$ 500,000
WILLOUGHBY HILLS	LAK	US-6 (REHABILITATE PAVEMENT FROM 0.16 MILES WEST OF RIVER RD TO WORRELL RD IN WILLOUGHBY HILLS)	ROADWAY	2022	\$ 2,341,572
AMHERST	LOR	MILAN AVE/ CLEVELAND AVE (REHABILITATE PAVEMENT FROM AMHERST WCL TO SR-58 (LEAVITT RD) IN AMHERST)	ROADWAY	2022	\$ 484,240
AVON	LOR	MOORE RD (REHABILITATE PAVEMENT FROM CHESTER RD TO AVON NCL IN AVON)	ROADWAY	2022	\$ 427,743
AVON LAKE	LOR	MOORE RD (REHABILITATE PAVEMENT FROM THE AVON LAKE SCL TO 300' SOUTH OF WALKER RD IN AVON LAKE)	ROADWAY	2022	\$ 869,562
ELYRIA	LOR	CLEVELAND ST (REHABILITATE PAVEMENT AND ADD BICYCLE AND PEDESTRIAN FACILITIES FROM EAST BRIDGE ST/ GULF RD TO HAWTHORNE ST IN ELYRIA)	ROADWAY	2023	\$ 3,329,686
ELYRIA	LOR	EAST BROAD ST IMPROVEMENT (REHABILITATE PAVEMENT AND ADD BICYCLE AND PEDESTRIAN FACILITIES FROM EAST BRIDGE ST TO SR-57 (US-20) IN ELYRIA)	ROADWAY	2022	\$ 3,847,242
LORAIN	LOR	E 36TH ST (REHABILITATE PAVEMENT FROM GLOBE AVE TO SR-57 (GROVE AVE) IN LORAIN)	ROADWAY	2021	\$ 458,000
LORAIN	LOR	BROADWAY/ MIDDLE RIDGE RD (REHABILITATE PAVEMENT FROM SR-2 NORTH RAMPS TO COOPER FOSTER PARK IN LORAIN)	ROADWAY	2021	\$ 458,000
LORAIN	LOR	BROADWAY AVE (REHABILITATE PAVEMENT FROM W 39TH ST TO SR-57 (W 28TH ST) IN LORAIN)	ROADWAY	2021	\$ 755,980

Attachment
PROJECTS APPROVED FOR NOACA FUNDING
SFY 2021-2024
9/6/2019

SPONSOR	COU	PROJECT NAME	General Project Type	SFY	APPROVED NOACA \$
LORAIN	LOR	28TH ST (REHABILITATE PAVEMENT FROM SR-57 TO TACOMA AVE IN LORAIN)	ROADWAY	2022	\$ 900,000
LORAIN COUNTY	LOR	LAKE AVE (REHABILITATE PAVEMENT FROM PARMELY AVE TO GRISWOLD RD IN ELYRIA TWP AND ELYRIA)	ROADWAY	2022	\$ 301,210
LORAIN COUNTY	LOR	BROADWAY AVE (REHABILITATE PAVEMENT FROM COOPER-FOSTER PARK RD TO W 39TH ST IN SHEFFIELD TOWNSHIP)	ROADWAY	2022	\$ 723,364
LORAIN COUNTY	LOR	ELYRIA AVE (REHABILITATE PAVEMENT FROM NORTH RIDGE RD (CR-01) TO CLIFTON AVE IN SHEFFIELD TOWNSHIP)	ROADWAY	2023	\$ 503,731
LORAIN COUNTY	LOR	BAUMHART RD (CR-51) (REHABILITATE PAVEMENT FROM HENRIETTA TWP STL TO GARFIELD RD (TR-18) IN HENRIETTA TWP)	ROADWAY	2024	\$ 1,874,997
SHEFFIELD LAKE	LOR	LAKE RD CULVERTS (REHABILITATE/ REPLACE CULVERTS WEST OF LAFAYETTE BLVD AND WEST OF ELM ST IN SHEFFIELD LAKE)	ROADWAY	2022	\$ 227,455
SHEFFIELD VILLAGE	LOR	LAKEBREEZE RD (REHABILITATE PAVEMENT FROM SR-611 (COLORADO AVE) TO SHEFFIELD NCL IN SHEFFIELD VILLAGE)	ROADWAY	2024	\$ 406,803
SHEFFIELD VILLAGE	LOR	HARRIS RD (REHABILITATE PAVEMENT FROM 0.45 MI NORTH OF SR-611 (COLORADO AVE) TO OSTER RD IN SHEFFIELD VILLAGE)	ROADWAY	2024	\$ 485,882
BRUNSWICK	MED	US-42 (PEARL RD (REHABILITATE PAVEMENT FROM SLEEPY HOLLOW RD (CR-136) TO BOSTON RD (CR-16) IN BRUNSWICK AND BRUNSWICK HILLS TWP)	ROADWAY	2021	\$ 2,146,588
MEDINA	MED	WEST SMITH RD PH V (REHABILITATE PAVEMENT FROM 0.07 MI EAST OF STATE RD (CR-22) TO SOUTH COURT ST (US-42) IN MEDINA)	ROADWAY	2021	\$ 2,046,590
MEDINA COUNTY	MED	RIVER STYX RD (REHABILITATE PAVEMENT FROM SR-162 (SHARON-COPLEY RD) TO EAST SMITH RD (CR-4) IN MONTVILLE TWP)	ROADWAY	2021	\$ 478,424
MEDINA COUNTY	MED	FENN RD (REHABILITATE PAVEMENT FROM PEARL RD (US-42) TO WEYMOUTH RD (SR-3) IN MEDINA TOWNSHIP)	ROADWAY	2021	\$ 630,000
MEDINA COUNTY	MED	LEATHERMAN RD (REHABILITATE PAVEMENT FROM THE BRIDGE OVER IR-76 TO REIMER RD IN WADSWORTH AND WADSWORTH TWP)	ROADWAY	2022	\$ 378,743
MEDINA COUNTY	MED	REIMER RD (REHABILITATE PAVEMENT FROM HINKLE DR TO THE MEDINA/ SUMMIT COUNTY LINE IN WADSWORTH AND WADSWORTH TWP)	ROADWAY	2022	\$ 510,000
MEDINA COUNTY	MED	HARTMAN RD (REHABILITATE PAVEMENT FROM BROAD ST TO REIMER RD IN WADSWORTH AND WADSWORTH TWP)	ROADWAY	2022	\$ 550,000
WADSWORTH	MED	RIITMAN RD/ STATE RD (REHABILITATE PAVEMENT FROM SEVILLE RD TO MAIN ST (SR-94) IN WADSWORTH)	ROADWAY	2023	\$ 300,540
WADSWORTH	MED	COLLEGE ST/ BROAD ST (REHABILITATE PAVEMENT FROM PARDEE ST TO S LYMAN ST IN WADSWORTH)	ROADWAY	2021	\$ 239,907
WADSWORTH	MED	SEVILLE RD (REHABILITATE PAVEMENT FROM RITTMAN RD/ STATE RD TO MAIN ST (SR-94) IN WADSWORTH AND WADSWORTH TWP)	ROADWAY	2021	\$ 287,842

* Project planned for State Infrastructure Bank (SIB) and therefore, not fully included in the budget totals until debt service payments are due in a future TIP.

STBG SUBTOTAL \$ 108,349,261

TRANSPORTATION ALTERNATIVES PROGRAM

BAY VILLAGE	CUY	INTERURBAN PEDESTRIAN/ BICYCLE BRIDGE (OVER CAHOON CREEK IN CAHOON PARK IN BAY VILLAGE)	BIKE/PED	2021	\$373,519
CLEVELAND	CUY	E 185TH ST MOBILITY ENHANCEMENTS (ROAD DIET AND GATEWAY ENHANCEMENTS FROM NOTTINGHAM RD TO PAWNEE AVE IN CLEVELAND)	STREETSCAPE & BIKE/F	2023	\$1,500,000
CLEVELAND	CUY	E 140TH STREETSCAPE PH I (ROAD DIET, PEDESTRIAN, BICYCLE AND TRANSIT FACILITIES FROM ASPINWALL AVE TO LAKESHORE BLVD IN CLEVELAND)	STREETSCAPE & BIKE/F	2024	\$1,500,000
CLEVELAND	CUY	E 140TH STREETSCAPE PH II (ROAD DIET, PEDESTRIAN, BICYCLE AND TRANSIT FACILITIES FROM ST. CLAIR TO ASPINWALL AVE IN CLEVELAND)	STREETSCAPE & BIKE/F	2024	\$1,400,000
EUCLID	CUY	E 185TH ST MOBILITY ENHANCEMENTS (PAWNEE AVE TO LAKESHORE BLVD IN EUCLID)	STREETSCAPE & BIKE/F	2022	\$1,500,000
GCRTA / SHAKER HEIGHTS	CUY	WARRENSVILLE - VAN AKEN STATION PUBLIC REALM IMPROVEMENTS (LIGHTING, BENCHES, SHELTERS, FENCING, BIKE RACKS)	STREETSCAPE & BIKE/F	2023	\$1,500,000
LAKEWOOD	CUY	DETROIT AVE (US-6) PEDESTRIAN SAFETY IMPROVEMENTS (SLOANE AVE TO GRABER DR IN LAKEWOOD)	STREETSCAPE & BIKE/F	2021	\$1,308,786
SHAKER HEIGHTS	CUY	VAN AKEN DISTRICT MULTIPURPOSE PATH (CONSTRUCT A MULTIPURPOSE PATH/ DEDICATED BIKE LANE FROM PARKLAND RD TO FARNSLIEGH RD IN SHAKER HTS)	STREETSCAPE & BIKE/F	2024	\$1,500,000
WICKLIFFE	LAK	EUCLID AVE CORRIDOR ENHANCEMENT PROJECT (BELLVIEW ST TO WORDEN RD IN WICKLIFFE)	STREETSCAPE & BIKE/F	2024	\$838,275

TA SUBTOTAL \$11,420,580

CONGESTION MITIGATION AND AIR QUALITY PROGRAM

BEDFORD HEIGHTS	CUY	RICHMOND ROAD MULTI-PURPOSE FACILITY - CONSTRUCT ONE MILE LONG, 10' WIDE MULTIPURPOSE FACILITY FROM INTERSECTIONS OF RICHMOND RD AND MILES	BIKE/PED	2025	\$634,440
GCRTA	CUY	REPLACEMENT OF 23 3200 MODEL SERIES (16) AND 3250 MODEL SERIES (7) BUSES WITH CNG FUELED BUSES	TRANSIT VEHICLES	2024-2025	\$16,600,000

Attachment
PROJECTS APPROVED FOR NOACA FUNDING
SFY 2021-2024
9/6/2019

SPONSOR	COU	PROJECT NAME	General Project Type	SFY	APPROVED NOACA \$
GCRTA	CUY	TRANSIT WAITING ENVIRONMENT SHELTER IMPROVEMENTS AT APPROXIMATELY 20 STATION ALONG GCRTA BLUE AND GREEN RAIL LINES	TRANSIT STATIONS	2024	\$1,600,000
GLENWILLOW	CUY	WIDEN RICHMOND RD, MODIFY A THROUGH-LEFT LANE TO BOTH A THROUGH LANE AND A LEFT TURN LANE, WITH SIGNAL IMPROVEMENTS	INTERSECTION	2025	\$ 1,369,288
LAKETRAN	LAK	REPLACEMENT OF 23 LIGHT TRANSIT/CUTAWAY VEHICLES AND 16 VANS	TRANSIT VEHICLES	2024-2025	\$3,808,000
WILLOUGHBY	LAK	SR91 SOM CENTER RD MULTIPURPOSE FACILITY - CONSTRUCT 10' WIDE MULTIPURPOSE PATH ALONG SR 84, HALLE DR, THEN NORTH TO US20/EUCLID AVE	BIKE/PED	2025	\$ 1,845,730
NOACA	REG	ELECTRIC VEHICLE CHARGING STATIONS - INSTALLATION OF EV CHARGING STATIONS AT REGIONAL LOCATIONS DETERMINED BY NOACA'S EV SITING PLAN	ALTERNATE FULES	2024	\$ 3,000,000

CMAQ SUBTOTAL \$ 28,857,458

TOTAL	\$148,627,298
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NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Community Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: September 20, 2019

RE: **Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC); 2nd Quarter State Fiscal Year 2020**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

Attached are PPR summary documents for the proposed projects to be presented to the NOACA Transportation Subcommittee, Planning and Programming Committee and Executive Committee for review and recommendation.

NOACA's Board approved Regional Transportation Investment Policy requires that all proposed federal-aid transportation projects be processed through PPR in order to meet NOACA's adopted goals and federal requirements.

PPR consists of four levels of review: NOACA staff; Board, including committees, subcommittees, and councils; intergovernmental review and consultation (IGRC); and public involvement. The end product of PPR is a Board resolution that certifies that the project has had thorough review, allowing the project to proceed to the programming stages of the planning process.

As part of the PPR process, a detailed summary of the proposed improvement and staff and committee assessment of the project are posted on NOACA's website, www.NOACA.org. A link to the PPRs is included on the home page by clicking the 'Comment on Projects' button. Staff adds comments obtained from the public, governmental organizations and NOACA committees as they are received. Proposed projects are posted on the website for three months, allowing adequate time for review and comment.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Pending Board approval, project sponsors will be notified that their projects have completed PPR. NOACA staff will work with project sponsors to address any planning issues identified during PPR.

GG/rl/8271c

Attachments: Project Summaries

Roadway Projects in Cuyahoga County

History/Background: These projects are included in ODOT District 12's Program.

Title: Major Rehabilitation of I-77 in Cuyahoga Heights, Newburgh Heights and Cleveland

Sponsor: Ohio Department of Transportation (ODOT) District 12

Estimated Total Cost: \$71,240,703

Proposed Source of Federal Funds: ODOT

- **CUY IR-77 - 11.21 MAJOR REHAB: PID No. 105743** - This project involves replacing the pavement on I-77 from approximately the CSX bridge to Broadway Avenue (SR-14), in Cuyahoga Heights, Newburgh Heights and Cleveland (location map). Work will include replacing the median barrier, upgrading the drainage, and widening the shoulders where possible. The project's estimated total cost, provided by the sponsor, is \$71,240,703. The estimated cost of preliminary engineering preliminary development (PEPD) is \$2,165,703. The estimated cost of preliminary engineering detailed design (PEDD) is \$1,025,000. The estimated cost of construction (CO) is \$68,000,000. The estimated cost of construction engineering (CE) is \$50,000. The project will be fully funded with Multi-Lane Major Rehabilitation Program funds and ODOT District Preservation funds for award in October 2021.

Staff Comment (Summary):

RECOMMENDATION:

- Staff recommends the sponsor refer to ODOT Managed Lane study for recommendations concerning hard shoulder running and consider evaluating if feasible.
- Staff recommends the sponsor refer to ODOT Managed Lane study for recommendations concerning ramp metering and consider implementing ramp metering to improve flow for I-77 mainline travel lanes.
- Staff recommends not amending the construction (CO) phase of the project to the TIP until the Feasibility Study is completed and shared with regional stakeholders.

Committee Review:

Transit Council

RECOMMENDATION:

- The Transit Council supports hardened shoulders where feasible to allow for maintenance of traffic in case of incidents and also for buses to get around in case there is an incident.

Bicycle Pedestrian Advisory Council

RECOMMENDATION:

- At the 8/16/19 BPAC meeting, it was noted that the Slavic Village Downtown Connector Trail (SVDC) Phase 1, from Fleet Avenue to Pershing Avenue, will be located in the area of the proposed project. The BPAC recommends ODOT coordinate with City of Cleveland and NOACA to make sure that, if there is an opportunity to design and develop the projects concurrently, both projects can move forward.

Transportation Subcommittee

- No comments; recommended for Planning and Programming Committee review.

Title: Modification to the Interchange at I-77 and Miller Road in Brecksville

Sponsor: City of Brecksville

Estimated Cost: \$4,900,000 (PEPD, PEDD and RW)

Proposed Source of Federal Funds: TRAC

- **CUY IR-77/Miller Rd Interchange** – This project involves completing the existing partial diamond interchange at I-77 and Miller Road by adding a northbound (NB) exit ramp and a southbound (SB) entrance ramp; adding an auxiliary lane between new SB entrance ramp and the IR-80 exit ramp; widening of Miller Road to provide left-turn lanes including structure widening; and adding dual westbound (WB) right turn lanes onto the IR-77 NB entrance ramp. The combined estimated cost of PEPD, PEDD and RW, provided by the sponsor, is \$4,900,000. The estimated cost of PEPD is \$3,040,000. The estimated cost of PEDD is \$760,000. The estimated cost of RW is \$1,100,000. The PEPD, PEDD and RW will be funded with TRAC funds and local funds. The sponsor will apply to the TRAC for construction (C) funding in the future; at which time the construction phase will be considered for plan and TIP amendment.

Staff Comment (Summary):

CONDITION:

- As per NOACA policy, the sponsor must provide a feasibility study or alternatives evaluation report or the completed Interchange Modification Study (IMS).

Committee Review:

Bicycle Pedestrian Advisory Council

RECOMMENDATION:

- The BPAC recommended that, if the structure on Miller Road over IR-77 is to be widened (per the project description), that the sponsor consider widening the sidewalk more than five feet. The BPAC recommended that the sponsor consider widening the sidewalk to at least eight feet, and, if possible, make at least one sidewalk 10 feet wide.

Transportation Subcommittee

- No comments; recommended for Planning and Programming Committee review.

Title: Major Rehabilitation of I-90 in Rocky River, Lakewood and Cleveland

Sponsor: Ohio Department of Transportation (ODOT) District 12

Estimated Total Cost: \$103,442,400

Proposed Source of Federal Funds: ODOT

- **CUY IR-90 - 6.83 MAJOR REHAB: PID No. 76779** - This project involves replacing the existing pavement along I-90, from the Hilliard Exit ramp bridge to I-71 in Rocky River, Lakewood and Cleveland (location map). Work will include sections of median barrier replacement and lowering the pavement under several structures for vertical clearance. The project's estimated total cost, provided by the sponsor, is \$103,442,400. The estimated cost of preliminary engineering preliminary development (PEPD) is \$4,141,440. The estimated cost of preliminary engineering detailed design (PEDD) is \$3,024,960. The estimated cost of construction (CO) is \$96,000,000. The estimated cost of construction engineering (CE) is \$276,000. The project will be fully funded with Multi-Lane Major Rehab Program funds and ODOT District Preservation funds for award in January 2024.

Staff Comment (Summary):

RECOMMENDATION:

- Staff recommends the sponsor consider widening inside shoulder where feasible to support bus use as described in 2015 study evaluating bus-on-shoulder operation as an Active Travel Demand Model (ATDM) strategy. The sponsor may have to consider lane reductions at bridges.
- Staff recommends the sponsor consider ramp metering as a safety and congestion management strategy as suggested in ATDM study.
- Staff recommends the sponsor consider implementing countermeasures recommended at interchanges in recent safety studies at log points 9.09 and 11.85.
- Staff recommends not amending the construction (CO) phase of the project to the TIP until the Feasibility Study is completed and shared with regional stakeholders.

Committee Review:

Transit Council

RECOMMENDATION:

- The Transit Council supports hardened shoulders where feasible to allow for maintenance of traffic in case of incidents and also for buses to get around in case there is an incident.

Transportation Subcommittee

- No comments; recommended for Planning and Programming Committee review.

Title: Construction of Noise Barrier along I-271 in Pepper Pike

Sponsor: Ohio Department of Transportation (ODOT) District 12

Estimated Total Cost: \$1,453,733

Proposed Source of Federal Funds: ODOT

- **CUY IR 271 10.24 NOISE BARRIER: PID No. 108655** - The proposed project involves constructing approximately 3,200 feet of noise barrier along IR-271, from 0.09 mile north of North Woodland Road to Cedar Road, in Pepper Pike (location map). The project's estimated total cost, provided by the sponsor, is \$1,453,733. The estimated cost of preliminary engineering detailed design (PEDD) is \$253,733. The estimated cost of construction (C) is \$1,200,000. The estimated cost of construction engineering (CE) is \$25,000. The project will be funded with Major/New Construction funds and ODOT District Preservation funds for award in April 2020.

Committee Review:

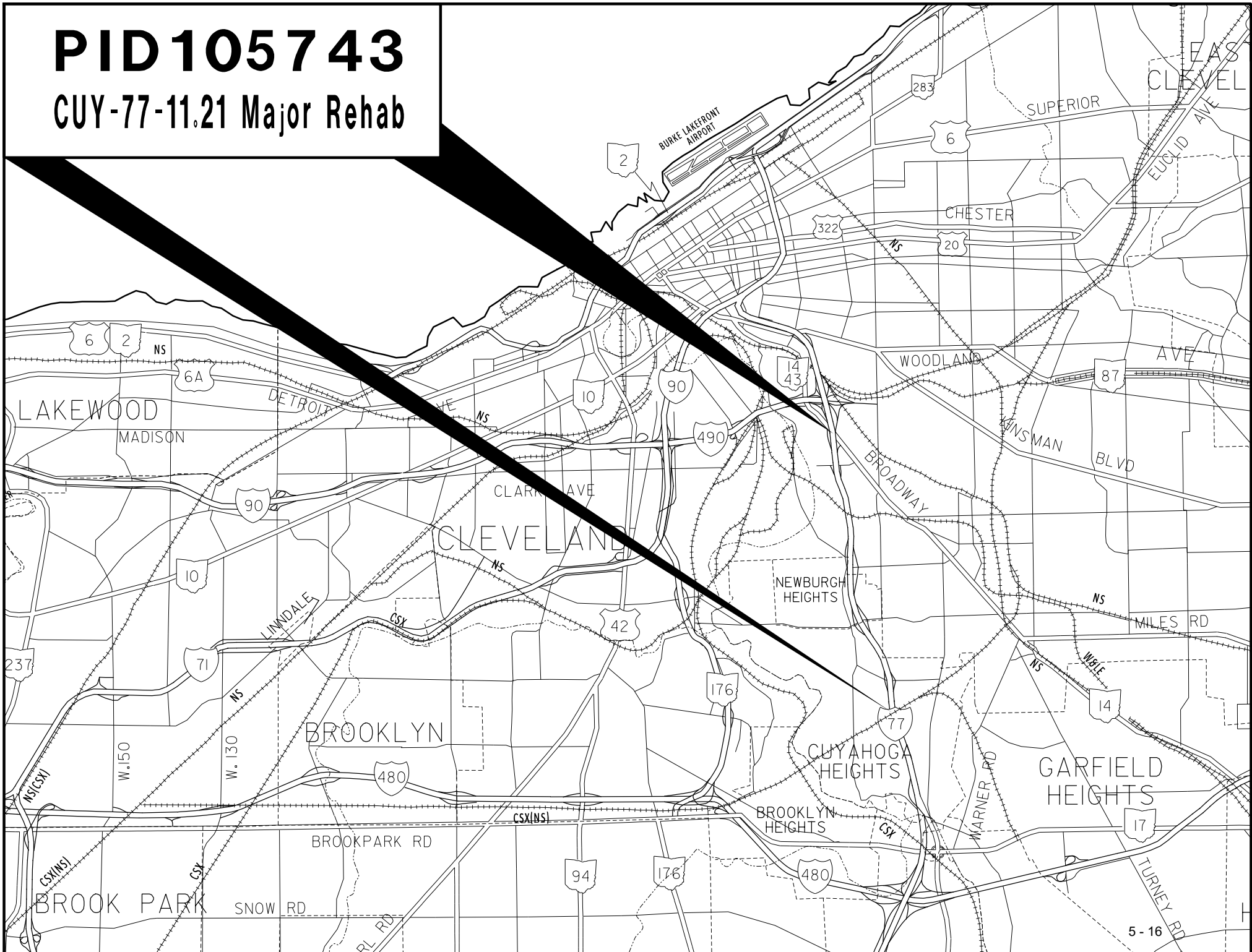
Transportation Subcommittee

- No comments; recommended for Planning and Programming Committee review.

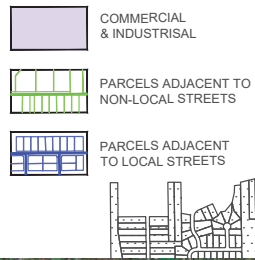
Intergovernmental Review and Consultation (IGRC):

Public Involvement:

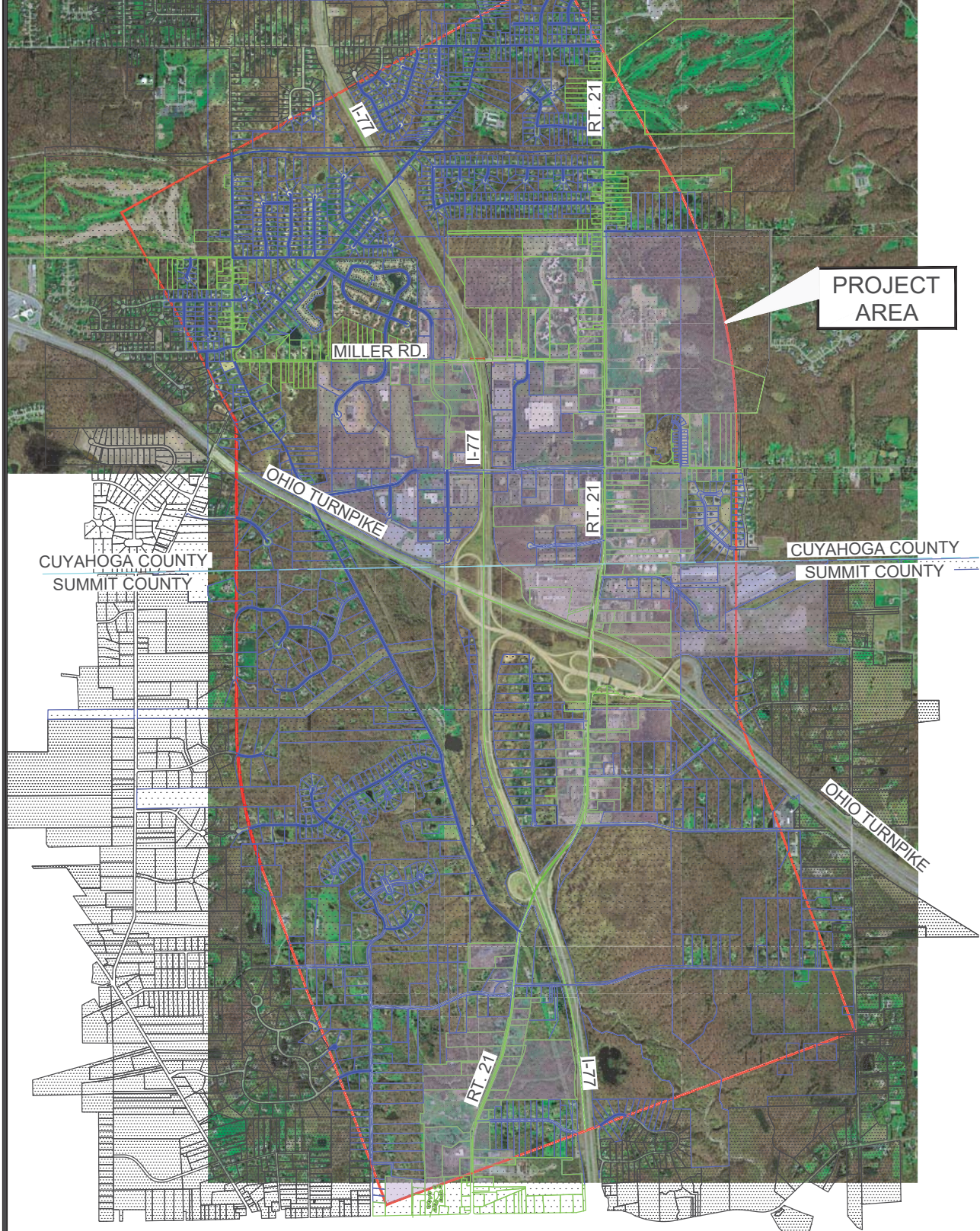
CUY-77-11.21 Major Rehab



LEGEND



ROAD NETWORK AND LAND USE MAP



EUTHENICS INC.
CONSULTING ENGINEERS

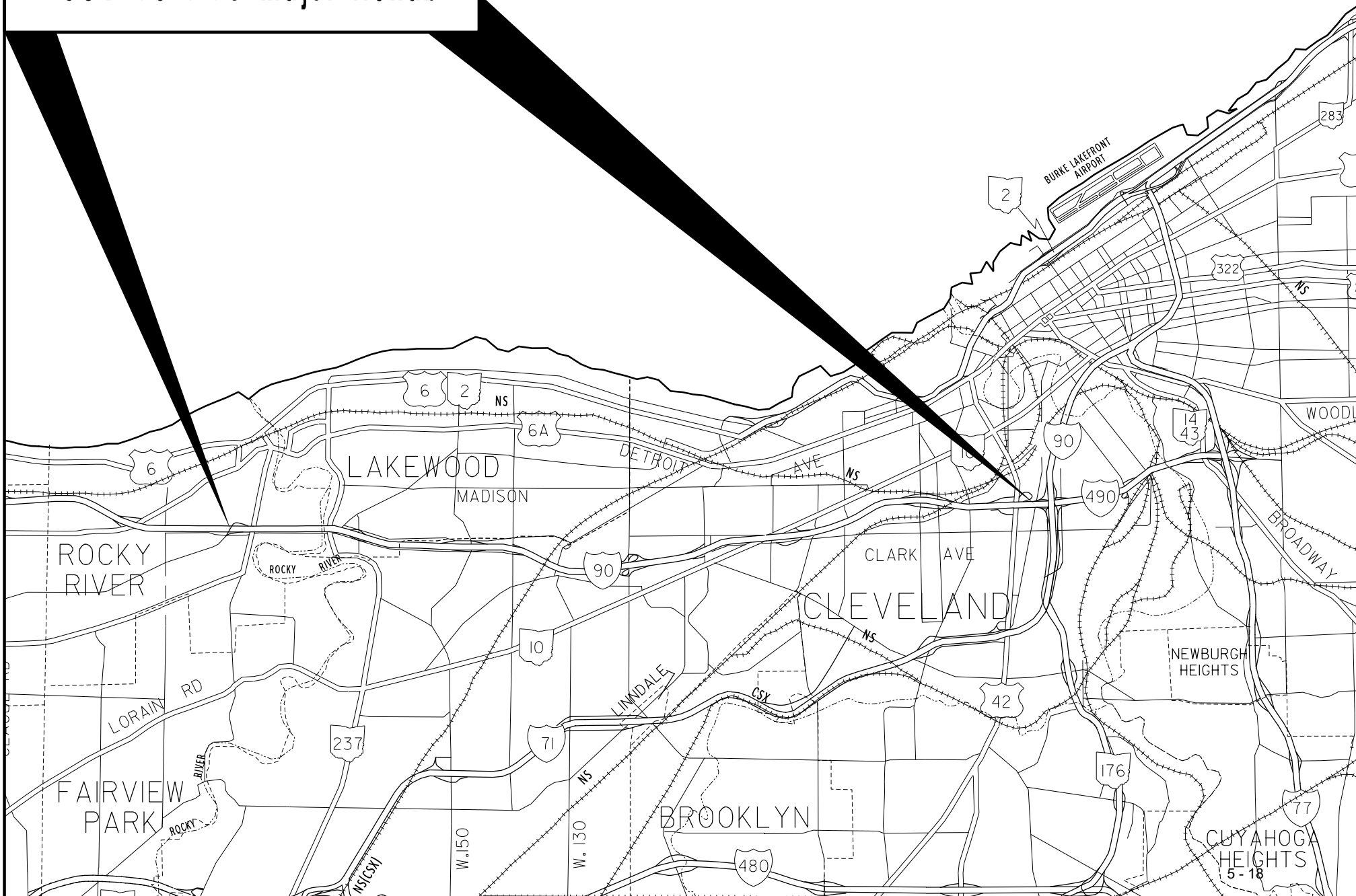


PROJECT AREA



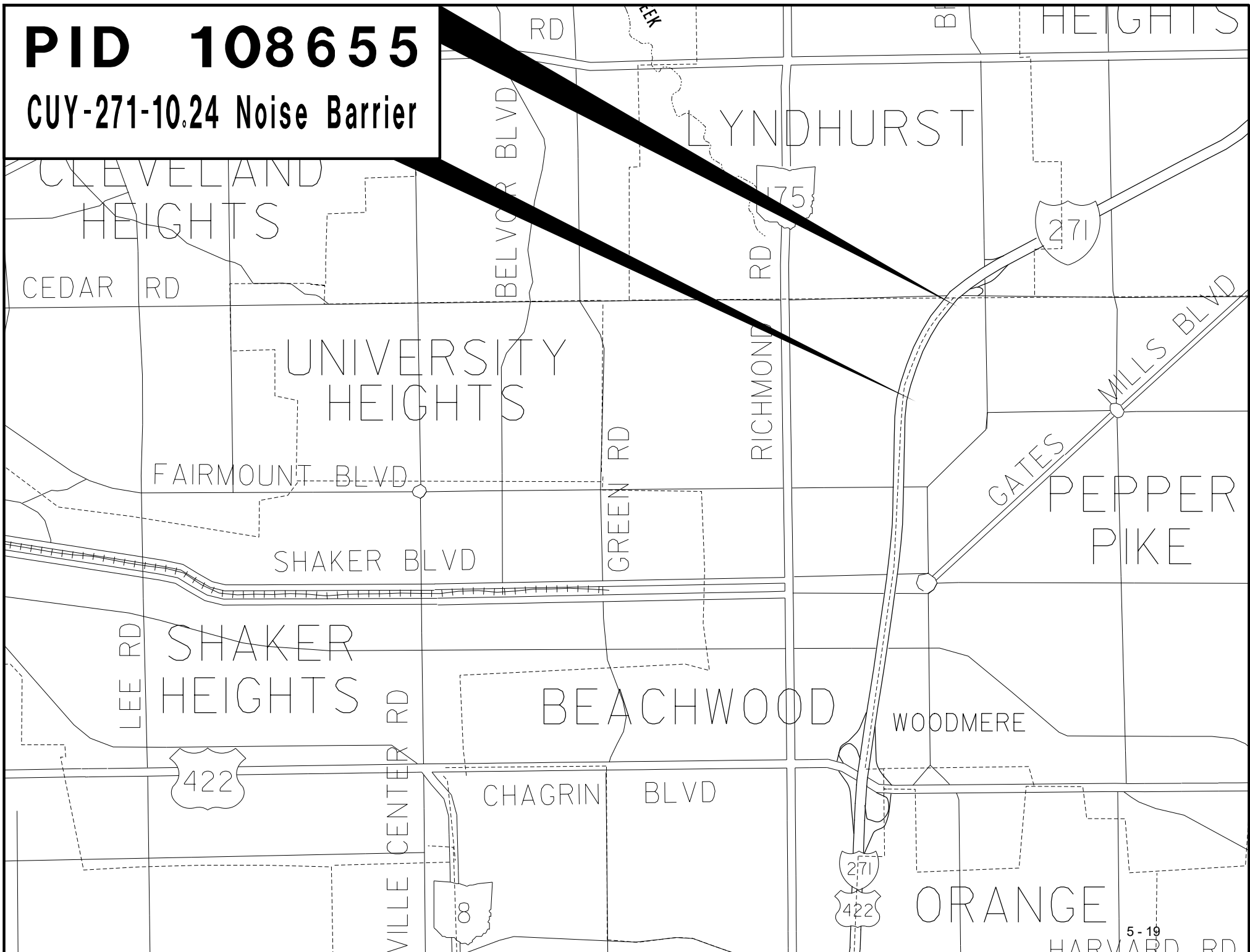
PID 98063

CUY-90-6.83 Major Rehab



PID 108655

CUY-271-10.24 Noise Barrier



RTA Fiscal Year 2020 Capital Grant Program

Sponsor: RTA

Estimated Total Cost: \$54,519,373

Proposed Source of Federal Funds: Federal Transit Administration (FTA)

History/Background: RTA reports that its original state fiscal year (SFY) 2020 grant program is listed in the NOACA SFY 2018 – 2021 Transportation Improvement Program and the majority of the program is as originally proposed in the TIP. RTA is adding four new projects to its FFY 2020 program and the TIP. RTA is also seeking to revise and amend five existing grants to address under-runs, over-runs, and revised priorities in its capital program impacting eleven TIP projects. RTA's revisions to the FFY 2019 and 2017 Capital Formula and FFY 2016 State of Good Repair grant programs reflect these revisions.

Proposed Project: RTA is applying for various sources of funds including Section 5307 Capital Formula, Section 5337 State of Good Repair Formula and Section 5339 Bus and Bus Facilities Formula for FFY 2020, as described below:

- The Section 5307 Capital Formula projects include Bus Replacement Program Vehicles and Spare Parts, Substation Improvement Program, Cuyahoga Viaduct Track Bridge, Light Rail Track Rehabilitation, Bus Spare Parts Program, Rail State of Good Repair, Bus Preventive Maintenance, Enhanced Rail ADA (Americans with Disabilities) Access, NOACA Unserved Areas Projects, (new) Rail Car Replacement Program, (new) Track Bridge over Conrail and (new) HVAC (Heating, Ventilation, and Air Conditioning) System Improvement Program.
- Section 5337 Rail Formula projects include Substation Improvement Program, Cuyahoga Viaduct Track Bridge, Light Rail Track Rehabilitation, Rail Spare Parts Program, Rail State of Good Repair Projects, Rail Preventive Maintenance, Rail Infrastructure Program, On-Call Rail Engineering, OCS (Overhead Catenary System) Rehabilitation Program and (new) Rail Utility Vehicle Prime Mover Replacement.
- Section 5339 Bus and Bus Facilities Formula projects include Bus Replacement Program Vehicles and Spare Parts.

RTA is also seeking to revise and amend five existing grants to address updated funding amounts, projected under-runs, over-runs and revised priorities in its Capital Program as described below:

- 2019 Section 5307 Capital Formula Grant – The grant is being revised and amended to account for decreased funding as well as to decrease Bus Preventive Maintenance and NOACA Unserved Area funding, shift Bus Vehicle Type funding, fund the West 117th Street Track Bridge and its Rail Car Replacement Program.
- 2019 Section 5337 State of Good Repair Formula Grant – The grant is being revised and amended to account for decreased funding as well as to decrease Rail Preventive Maintenance and West 117th Street Track Bridge funding and fund the Rail Car Replacement Program.
- 2019 Section 5339 Bus and Bus Facilities Formula Grant – The grant is being revised and amended to account for increased funding and to increase the funding for Bus Replacement Program Vehicles.

- 2017 Section 5307 Capital Formula Grant – The grant is being revised and amended to account for separating the design and construction phase costs for Light Rail Signal System, from East 79th Street to Shaker Square.
- 2016 Section 5337 State of Good Repair Grant - The grant is being revised and amended due to under-runs in the West Park Diamond Crossover and Red Line West Track Rehabilitation projects and to fund the (new) Rail Utility Vehicle Prime Mover Replacement.

Descriptions of the projects ([project descriptions](#)) in the RTA FY 2020 program, a list of projects and their associated costs by ALI (activity line item) are [available in pdf](#).

Staff Comment (Summary):

Intergovernmental Review and Consultation (IGRC):

Public Involvement:

Committee Review:

Transportation Subcommittee

- No comments; recommended for Planning and Programming Committee review.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
FFY 2020 GRANT PROGRAM
PROJECT DESCRIPTIONS**

Section 5307 Capital Formula (1237-2020-XXXX)

Bus Replacement Program - Vehicles - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 to support the vehicle purchases.

Bus Replacement Program – Spare Parts - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 grant for spare parts purchases.

Substation Improvement Program – This program is a multi-year program to reconstruct/rehabilitate our power substations to provide traction power along the rail network. Funds are programmed in 2020 for the construction and force account costs.

Cuyahoga Viaduct Track Bridge Rehabilitation – This project is to rehabilitate the Red Line track bridge over the Cuyahoga River and the east bank of the Flats. This is the first phase of the project. The bridge truss, superstructure and deck are in need of rehabilitation. Funds are programmed in 2020 in support of the construction, third party construction management and force account costs.

Bus Spare Parts - This project is to replace major bus components that require replacement during the 12 year life of a bus such as engines and bus maintenance equipment. Funds are programmed in 2020 for spare parts purchases.

Rail State of Good Repair Projects - This program funds the acquisition of equipment and materials and construction required to upgrade the rail line infrastructure on RTA's 34 miles of rail track. It will assist RTA in providing safer, faster rail service along the Red, Blue, and Green rail lines. Funds are programmed in 2020 to support this program.

Preventative Maintenance Bus – Preventive maintenance activities will include the purchase of inventory materials and supplies, equipment, as well as capitalized maintenance expenses (including mechanic labor) for bus operations.

Enhanced ADA Access - Rail - This program will utilize enhancement funds to fund the enhancement eligible items included in our various ADA Station Reconstruction and Rehabilitation projects. It represents a majority of GCRTA's annual enhancement projects. For 2020 it is focused improving rail station areas and includes purchase and installation of shelters and other amenities at our rail stations.

NOACA Unserved Area Projects – This program is for a small portion of the Urbanized Areas funds to be distributed by NOACA to the transit agencies within the region for projects that are competitively selected. The funds are carried in the TIP under GCRTA and non-GCRTA projects are then funded through sub-recipient agreements.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
FFY 2020 GRANT PROGRAM
PROJECT DESCRIPTIONS**

Rail Car Replacement Program - Vehicles - This project is part of a ten-year program to replace a total of 74 rail vehicles that have reached the end of their useful life. The first phase of the program will be the heavy rail vehicles (HRV). Funds are programmed in 2020 to support the vehicle purchases.

Track Bridge Rehabilitation over Conrail – This project is to rehabilitate the Light Rail track bridge over Conrail. The bridge superstructure and deck are in need of rehabilitation. Funds are programmed in 2020 in support of the design phase costs.

HVAC System Improvement Program – This program is a multi-year program to reconstruct/rehabilitate our HVAC systems at a number of facilities to upgrade monitoring, controls and equipment that have exceeded their useful life. Funds are programmed in 2020 for the design and project administration costs.

Section 5337 State of Good Repair Formula (1237-2020-XXXX)

Substation Improvement Program – This program is a multi-year program to reconstruct/rehabilitate our power substations to provide traction power along the rail network. Funds are programmed in 2020 for the design and project administration costs.

Cuyahoga Viaduct Track Bridge Rehabilitation – This project is to rehabilitate the Red Line track bridge over the Cuyahoga River and the east bank of the Flats. This is the first phase of the project. The bridge truss, superstructure and deck are in need of rehabilitation. Funds are programmed in 2020 in support of the construction costs.

Light Rail Track Rehabilitation Program – This program is a multi-year program to rehabilitate the Light Rail Tracks. The track bed, rail, ties, and drainage are in need of rehabilitation. Funds are programmed in 2020 for the design, construction, third party construction management and force account costs.

Rail Spare Parts - This project is to replace major rail car and equipment components that require replacement during the 30 year life of a rail car such as pantographs, trucks, systems and rail maintenance equipment. Funds are programmed in 2020 for spare parts purchases.

Rail State of Good Repair Projects - This program funds the acquisition of equipment and materials and construction required to upgrade the rail line infrastructure on RTA's 34 miles of rail track. It will assist RTA in providing safer, faster rail service along the Red, Blue, and Green rail lines. Funds are programmed in 2020 to support this program.

Preventative Maintenance Rail – Preventive maintenance activities will include the purchase of inventory materials and supplies, equipment, as well as capitalized maintenance expenses and maintenance of the rail track right-of-way. Funds are programmed in 2020 to support this program.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
FFY 2020 GRANT PROGRAM
PROJECT DESCRIPTIONS**

Rail Infrastructure Program - This project funds the acquisition of equipment and materials and construction required to upgrade the rail line infrastructure on RTA's 34 miles of rail track. It will assist RTA in providing safer, faster rail service along the Red, Blue, and Green rail lines. Funds are programmed in 2020 to support this program.

On-Call Rail Engineering Services - This project funds design services to support the GCRTA engineering department. Funds are programmed in 2020 to support this program.

Overhead Catenary System (OCS) Program – This program is the first year of a multi-year program to repair, replace, and upgrade catenary structures and overhead lines and appurtenances in order to achieve a state of good repair. Funds are programmed in 2020 to support the construction costs.

Rail Utility Vehicle - Prime Mover Replacement – This project is to purchase a self-propelled Prime Mover vehicle to replace the locomotive that has far exceeded its useful life. It will be used by GCRTA maintenance personnel as part of our ongoing internal track maintenance program. Funds are programmed in 2020 in support of the equipment purchase.

Section 5339 Bus Facility Grant (1237-2020-XXXX)

Bus Replacement Program - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 to support the vehicle purchases.

Bus Replacement Program – Spare Parts - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 grant for spare parts purchases.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
FFY 2020 GRANT PROGRAM AND REVISIONS TO FFY2019, 2017, AND 2016 GRANT PROGRAMS

ALI #	PROJECT & TASK DESCRIPTION	PID #	BUDGET	FEDERAL	LOCAL
Section 5307 FFY 2020 Capital Formula (1237-2020-XXX)					
11.12.01	Bus Replacement Program Vehicles	104528	\$2,000,000	\$1,600,000	\$400,000
11.12.06	Bus Replacement Program Vehicles	104528	\$1,800,000	\$1,440,000	\$360,000 *
11.12.40	Bus Replacement Program Spare Parts	104528	\$193,750	\$155,000	\$38,750
12.54.03	Substation Improvement Program Construction	104530	\$3,500,000	\$2,800,000	\$700,000
12.72.08	Substation Improvement Program Force Account	104530	\$75,000	\$60,000	\$15,000
12.24.05	Cuyahoga Viaduct Track Bridge Rehabilitation Construction	104534	\$6,697,443	\$5,357,954	\$1,339,489 *
12.71.04	Cuyahoga Viaduct Track Bridge Rehabilitation 3rd Party Contracts	104534	\$300,000	\$240,000	\$60,000 *
12.72.08	Cuyahoga Viaduct Track Bridge Rehabilitation Force Account	104534	\$600,000	\$480,000	\$120,000 *
11.12.40	Bus Spare Parts Program	104558	\$500,000	\$400,000	\$100,000
12.7A.00	Rail State of Good Repair Projects	104559	\$542,247	\$433,798	\$108,449
11.7A.00	Preventative Maintenance - Bus	104564	\$9,000,000	\$7,200,000	\$1,800,000 *
12.93.09	Enhanced ADA Access - Rail	104570	\$300,000	\$240,000	\$60,000
11.7A.00	NOACA Unserved Area Projects	104575	\$374,010	\$299,208	\$74,802
12.11.21	Rail Car Replacement Program Design	110637	\$3,901,725	\$3,121,380	\$780,345 *
12.21.05	Track Bridge Rehabilitation over Conrail Design	110638	\$215,000	\$172,000	\$43,000 *
11.41.03	HVAC System Improvement Program Design	110639	\$250,000	\$200,000	\$50,000 *
11.79.00	HVAC System Improvement Program Project Administration	110639	\$150,000	\$120,000	\$30,000 *
Total			\$30,399,175	\$24,319,340	\$6,079,835
Section 5337 FFY 2020 State of Good Repair Formula (1237-2020-XXX)					
12.51.03	Substation Improvement Program Design	104530	\$250,000	\$200,000	\$50,000
12.79.00	Substation Improvement Program Project Administration	104530	\$25,000	\$20,000	\$5,000
12.24.05	Cuyahoga Viaduct Track Bridge Rehabilitation Construction	104534	\$1,230,000	\$984,000	\$246,000 *
12.21.03	Light Rail Track Rehabilitation Program Design	104553	\$200,000	\$160,000	\$40,000 *
12.24.03	Light Rail Track Rehabilitation Program Construction	104553	\$3,634,778	\$2,907,822	\$726,956
12.71.04	Light Rail Track Rehabilitation Program 3rd Party Const Mgmt	104553	\$200,000	\$160,000	\$40,000 *
12.72.08	Light Rail Track Rehabilitation Program Force Account	104553	\$620,000	\$496,000	\$124,000 *
12.12.40	Rail Spare Parts Program	104556	\$750,000	\$600,000	\$150,000
12.7A.00	Rail State of Good Repair Projects	104559	\$1,893,388	\$1,514,710	\$378,678 *
12.7A.00	Preventative Maintenance - Rail	104566	\$9,000,000	\$7,200,000	\$1,800,000
12.7A.00	Rail Infrastructure Program	104568	\$1,000,000	\$800,000	\$200,000
12.71.11	On Call Rail Engineering Services	104571	\$200,000	\$160,000	\$40,000
12.54.01	OCS Rehabilitation Program Construction	104994	\$2,000,000	\$1,600,000	\$400,000 *
12.12.24	Rail Utility Vehicle - Prime Mover Replacement	110640	\$300,000	\$240,000	\$60,000 *
Total			\$21,303,166	\$17,042,532	\$4,260,634
Section 5339 FFY 2020 Bus Facilities Grant (1237-2020-XXX)					
11.12.01	Bus Replacement Program Vehicles	104528	\$2,744,032	\$2,195,226	\$548,806
11.12.40	Bus Replacement Program Spare Parts	104528	\$73,000	\$58,400	\$14,600
Total			\$2,817,032	\$2,253,626	\$563,406
Section 5307 FFY 2019 Capital Formula (1237-2019-XXX)					
12.7A.00	Preventative Maintenance - Bus	90148	-\$1,873,177	-\$1,498,542	-\$374,635
11.12.01	Bus Replacement Program Vehicles	94963	-\$297,522	-\$238,018	-\$59,504
11.12.06	Bus Replacement Program Vehicles	94963	\$1,800,000	\$1,440,000	\$360,000
11.12.07	Bus Replacement Program Vehicles	94963	-\$1,175,000	-\$940,000	-\$235,000 *
11.7A.00	NOACA Unserved Area Projects	95019	-\$169,740	-\$135,792	-\$33,948
12.24.05	West 117th Street Track Bridge Rehabilitation Construction	104572	\$897,303	\$717,842	\$179,461 *
12.11.21	Rail Car Replacement Program Design	110637	\$365,826	\$292,661	\$73,165 *
Total			-\$452,310	-\$361,848	-\$90,462

Section 5337 FFY 2019 State of Good Repair Formula (1237-2019-XXX)

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY
FFY 2020 GRANT PROGRAM AND REVISIONS TO FFY2019, 2017, AND 2016 GRANT PROGRAMS

ALI #	PROJECT & TASK DESCRIPTION	PID #	BUDGET	FEDERAL	LOCAL
11.7A.00	Preventative Maintenance - Rail	90149	-\$3,070,167	-\$2,456,134	-\$614,033 *
12.24.05	West 117th Street Track Bridge Rehabilitation Construction	104572	-\$897,303	-\$717,843	-\$179,460 *
12.11.21	Rail Car Replacement Program Design	110637	\$3,070,167	\$2,456,134	\$614,033 *
	Total		-\$897,303	-\$717,843	-\$179,460
Section 5339 FFY 2019 Bus Facilities Grant (1237-2019-XXXX)					
11.12.01	Bus Replacement Program Vehicles	94963	\$511,683	\$409,346	\$102,337
	Total		\$511,683	\$409,346	\$102,337
Section 5307 FFY 2017 Capital Formula Grant (1237-2018-002) Revisions					
12.61.01	CAB Signaling - East 79th to Shaker Square Design	90176	\$450,000	\$360,000	\$90,000 *
12.62.01	CAB Signaling - East 79th to Shaker Square Installation	90176	-\$450,000	-\$360,000	-\$90,000
	Total		\$0	\$0	\$0
Section 5337 FFY 2016 State of Good Repair Grant (1237-2016-055) Revisions					
12.24.03	Westpark Diamond Crossover Construction	99320	-\$323,013	-\$258,410	-\$64,603
12.24.03	Red Line - West Track Rehabilitation Program	102186	-\$1,428,095	-\$1,142,476	-\$285,619
12.12.24	Rail Utility Vehicle - Prime Mover Replacement	110640	\$1,751,108	\$1,400,886	\$350,222 *
	Total		\$0	\$0	\$0
	Grand Total		\$53,681,443	\$42,945,154	\$10,736,289

* TIP Amendment Required



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Community Advisory Council

FROM: Grace Gallucci, Executive Director

DATE: September 20, 2019

RE: Northeast Ohio Regional Sewer District (NEORS D) 2020 Green Infrastructure Grant

ACTION REQUESTED

No action is requested. This item is for information and discussion.

BACKGROUND/JUSTIFICATION FOR CURRENT ACTION

The Northeast Ohio Regional Sewer District (Sewer District) supports the strategic implementation and long-term maintenance of green infrastructure that protects, preserves, enhances, and restores natural hydrologic function, including funding green infrastructure projects within the combined sewer area through the Green Infrastructure Grants (GIG) Program. Green infrastructure refers to stormwater source control measures that store, filter, infiltrate or evapotranspire stormwater to increase resiliency of infrastructure by reducing stress on wet weather drainage and collection system thereby supporting healthy environments and strong communities.

The GIG Program for the Combined Sewer Area is open to member communities, governmental entities, non-profit organizations 501(c)(3), or businesses working in partnership with their community in the combined sewer area interested in implementing water resource projects that remove stormwater from the combined sewer system and in ensuring the long-term maintenance of the green infrastructure practices.

On September 6, NOACA submitted its proposal for “Net Zero Cool,” a three-phase, comprehensive suite of stormwater control measures (SCMs) to reduce stormwater runoff from its 100% impervious downtown Cleveland site and mitigate runoff’s harmful impacts on the Frontal Lake Erie-Doan Brook Watershed.

The objectives and outcomes for Net Zero Cool are embodied in its name. “Net Zero” refers to NOACA’s ambition to capture stormwater runoff from its impervious surface area and eliminate its contribution to the combined wastewater/stormwater conveyance system. “Cool” refers to NOACA’s ambition to showcase its green infrastructure elements with eye-catching, water-themed design; mural and green wall on the sides of the building; educational placards along the sidewalk, adjacent to a proposed bioretention system and outdoor classroom space on the green roof for lectures, tours and public meetings. According to the Green Infrastructure Grants Program Story on the Northeast Ohio Regional Sewer District’s (NEORS D’s) website, there were no green infrastructure grants (GIGs) awarded to organizations located in Downtown Cleveland (inside the Innerbelt, east of the Cuyahoga River) in the years shown (2014, 2016, 2018, 2019). Net Zero Cool would make NOACA a true vanguard for NEORS D-funded green infrastructure implementation; a marquee to illuminate the tremendous benefits of green infrastructure in Downtown Cleveland.

NOACA procured a design/engineering team to explore opportunities through site visits, preliminary design proposals and stormwater modeling. NOACA will release an RFP to hire a design-build firm, conditional on NEORSD funding, in mid-September. NEORSD will announce GIG awards in November and funded projects will begin January 1, 2020.

FINANCIAL IMPACT

NOACA may receive a GIG award from NEORSD in November; NOACA has committed a 20% match of total project costs.

CONCLUSION/NEXT STEPS

Pending NEORSD award of funds, NOACA staff will submit a design-build proposal and contract to the Board for review and approval at its December meeting.

GG/jm/8272c

Agenda Item No. 6

REPORTS/UPDATES

Agenda Item No. 7

OLD BUSINESS

Agenda Item No. 8

NEW BUSINESS

Agenda Item No. 9

ADJOURN

